

It looks good, but tastes better. A new Breakfast Cereal.

## QUAKER PUFFED RICE

So easily digested that a chronically weak may eat it and want more. So nourishing and satisfying that the strong well person thrives on it.

2 PACKAGES 25c

ROSS, HIGGINS & Co.

WE SELL CHASE & SANBORN'S BOSTON COFFEES.

### LOCAL BREVITIES.

Mrs. Tilda Anderson, massage. 1470 Grand Avenue. Given either at home or will call.

The family restaurant of Astoria is recognized as the Hess restaurant. The best meals and the best service in Astoria. 120 Eleventh street.

The Palace Catering company's dining-room is again open under the same management. Everything first class. Cuisine and service unexcelled. Private dining-room for ladies.

Wuori & Akerman, taxidermists, mattress makers, furniture upholstering, harness repairing, carpet cleaning and laying. Ninth street.

### TO PORTLAND \$5.25.

The O. R. & N. company will continue to sell tickets until October 15th from Astoria to Portland and return for \$2.25, good returning until October 31, 1905.

See advertisement for Guardians sale of valuable property on October 23th. Page three, column six, this issue.

Pacific Orchestra will give a dance in Pacific hall Thursday night next. A cordial welcome is extended to all those holding invitations.

### TWENTY-FIVE DOLLARS REWARD.

A reward of \$25.00 will be paid for the recovery of the body of Arthur King Josephson, who was accidentally drowned Sunday, September 24th.

THEODORE JOSEPHSON.

We are receiving large shipments of

## The Choicest Cabbage Grown

Leave us your orders for same when buying cabbage for kraut.

Another shipment of fine

## Concord Grapes 25c per Basket

just in.

JOHNSON BROS., GOOD GOODS

118-120 Twelfth St., Astoria.

### PRESBYTERIAN RECEPTION.

The ladies of the Presbyterian church will give a reception this evening at the Presbyterian church. All invited.

### NEBRASKA EDITOR ARRIVES.

E. R. Purcell, editor and proprietor of the Custer County Chief, published at Broken Bow, Nebraska, with a party of friends were visiting the canneries and saw mills of this city yesterday, coming down on the Telegraph. Fortunately the party were treated to a special Custer county brand of spring weather so were able to enjoy themselves without thinking of the deluge.

### IN THE CIRCUIT COURT.

During yesterday's session of the circuit court, the cases of E. G. Specht and John McDermott of Hammond, who were charged with selling liquor to minors, were called up and Specht on pleading guilty was fined \$50, which he paid, while McDermott was allowed until 10 o'clock today to plead.

In the case of Alaska Fishermen's Packing company vs. Paul Lutgens and George Plummer & company, a judgment was given the plaintiff in the sum of \$1473.555.

Plummer & company, was allowed a lien in the sum of \$6375.63 against five shares of stock of the plaintiff company's capital stock, held by Defendant Lutgens and the shares ordered sold to satisfy the claim. In the case of the Alaska Fishermen's Packing company vs. C. C. Lutgens and George Plummer & company, a judgment for \$2063.20 was given the plaintiff. Defendant Plummer & company, was allowed a lien in the sum of \$6375.63 against six shares of the plaintiff company's capital stock, held by Defendant Lutgens and the shares were ordered sold.

The motion to strike out the portions of the plaintiff's complaint in the case of Frederick W. Robitich vs. The Nehalem Coal company, which relates the alleged conspiracy in the purchase by the directors of the company of 525 acres of coal lands, giving in payment the sum of \$12,000 and 750 shares of the company stock, was argued and the motion was taken under advisement.

An order for the publication of the summons in the case of Josephine May vs. George W. May was made.

### Wisdom's School Shorthand and Typewriting.

We positively guarantee the full course in six weeks. This requires only one hour of your time and the hour is engaged at the pupil's convenience either day or night. Private lessons. No home study. No tuition in advance. Most of our pupils averaged 100 words per minute of difficult dictation. Pupils begin taking business letters after ten lessons. Good positions secured. Diplomas issued. We teach the latest revised Ben Pitman system. No shading nor vocalization from start to finish. Over Griffin's book store, opposite Star theatre.

## AVAILABLE WATER

### Imaum's Captain Wants to Load his Ship to Capacity.

### PILOTS WARN AGAINST IT

She Will Draw Over Twenty-Five Feet and Bar Has But Twenty-Four at Low Tide—Liable to Touch Hard—Contravert a Lively One.

This from the Oregonian, yesterday morning, is meat for Astoria readers, when they have also read the context:

"With a recommendation from the Columbia river bar pilots not to load to exceed 24 feet and the positive information that he may safely utilize the 25 feet three inches draft of his vessel, Captain John Penberthy, master of the steamer Imaum, finds himself in a serious quandary. The Imaum, which is in Portland for the first time, is loading grain for the Orient, and is expected to sail October 12. Since this is his first visit to Portland Captain Penberthy naturally has informed himself of the river and bar conditions. Meeting a bar pilot a few days ago, Captain Penberthy sought information about the bar, and to his astonishment was advised to load only 24 feet. As his vessel's draft is only 25 feet 3 inches and his former advices had satisfied him that he could safely load to capacity, he sought to determine the accuracy of his information by writing to the pilots of Astoria. A reply to his questions was received yesterday, and he was advised that he might load to 25 feet and with 'a smooth bar and large tide' get out, but it was recommended that he load not to exceed 24 feet.

"This letter and advice was the general topic of discussion among shipping men yesterday, and brought out a general condemnation from those familiar with the matter. The general feeling was voiced in the expression of a prominent shipper who said:

"The action of the bar pilots is so absurd that, were it not for its serious future effect, it would be useless to speak of it. I am thoroughly familiar with the matter and it is simply this: The Imaum has a draft of 25 feet 3 inches when fully loaded. Every three inches of her draft means 100 tons of cargo. If she can only load to 24 feet, it means a loss of over \$2000 in freight.

"A bar pilot told Captain Penberthy that he could not take out his ship with 25 feet, draft, and this seems to have been confirmed by his mates. I cannot say whether the pilots are willfully misstating facts and are prejudiced or not, but on the face of it there is something wrong. Major Langfitt, before leaving here, said his information showed a depth on the bar of 26 feet at low water; the pilots say there is 24. (Giving the benefit of the doubt, on October 12 or 13, the date the Imaum will go out, there will be a tide of at least eight feet. This at high tide will give at least 32 feet of water, and according to government figures 34. Surely with that a 25-foot vessel should have no trouble in getting over the bar. Of course she could not do it on a breaking bar, but with two or three days to go on she should find it smooth enough to go out.

"Conditions at the bar are no different this year from last, in fact they are better, and last year saw vessels of deeper draft safely over the bar. I hesitate to say it, but it seems to me that the trouble lies in a superannuated bunch of pilots. They are old and seem to be possessed of a fear. What we need is a lot of new and younger blood in the Columbia bar pilot service. The Imaum could safely go out drawing 30 feet of water."

The loading of the Imaum will be completed by the 10th and Captain Penberthy will in all probability load to capacity.

The Astorian, desiring to put before its readers (to whom anything relating to the Columbia river bar is "as the breath of their nostrils") all sides of the issue raised, has made diligent inquiry among the members of the Columbia river Bar Pilots association, which has its headquarters in this city, and has had a number of the pilots interviewed in this relation: They all tell the same story and what they say severally is ably stated by Pilot George W. Wood, who was seen last night and who talked well and freely and with an emphasis not quite as apparent in these quotations as it was in the interview. Among other things in point, Pilot Woods said:

"We pilots would like to see any, and every vessel, crossing the Columbia bar, drawing 30 feet of water, or more, if we were to look at our business from a

purely financial standpoint, for our compensation is regulated by the foot-draft of the vessel we handle in and out, but we have other and graver considerations, and among them is the attainment of perfect familiarity with the waters we navigate, and as one grown old in the business and on this river and bar, I am here to tell you that no pilot of this association, nor anyone else, ever has, or can, find 36 feet of water on the Columbia bar at low tide: Theoretically there may be lots more than that, but theory, and practical navigation and years of duty done on the spot, are widely different things in our business.

"If Captain Penberthy wants to load his ship to her limit, 25 feet and three inches, let him do it, but before he brings her down here, let him come down to Astoria and bring his 'shipping man' friend and his 'engineer,' and this association will furnish him a tug, a deep-sea lead-line, and put them on the bar where he can sound for his 26 feet at low tide and if he finds it, his journey shall not cost him a cent. The association will bear it all, and do it gladly for the mere knowledge that there is that much water there at low tide.

"Only last week the Arabia was down here loaded for Asia and drawing less than 24 feet, to be accurate, she was drawing 23.7 feet, and she touched, good and hard, going over. So what may we expect from the Imaum and her 25.3 feet? They needn't talk to me about what Langfitt or anyone else says about the possibilities of deep water on this bar. We are not dealing as pilots with possibilities or probabilities, but with actualities upon which are based the most immense, tangible values for which we are held, personally and professionally responsible, and we have the only right in the world to say what the available water on the Columbia bar is, and we say there never was, and is not now, any 26 feet, nor any more than 24 feet at low water. We have been promised a whole lot of water by theoreticians, and the jetty has been building for 20 years; but the bar is in worse condition today than it was six years ago, and at the present rate of 'improvement' will be worse yet six years hence.

"The only way we'll ever get good available water on this bar is to use a powerful and practical sea-dredge on it, and the money that has been spent on the jetty here would run such a dredger for 100 years. But four months work with such a dredger during this winter would give us 30 feet of water on the bar by spring."

"No sir! When we say 24 feet is the safe draft for crossing in and out on this bar we mean it because we know it, and knowing it, have the nerve and business sense to put our reputations behind it, and no man can do more than that! All the 'prominent shipping-men' and 'engineers' to the contrary notwithstanding."

This is the other side of the story, and the captain of the Imaum must draw his own conclusions and load his ship accordingly.

### LIGHT AT LAST.

Cases for Astoria's Public Library Have Left Chicago.

For the better part of half a year the ladies in charge of the Astoria public library have been waiting for the patent book-cases ordered by them for the equipment of the new quarters in the city hall. They were ordered through the Library Equipment Bureau of Chicago, via its San Francisco agency, and it was expected, in all reason the cases would be here in season for establishment simultaneously with the installation of the library at its new rooms, and were grievously disappointed when they did not arrive on or about September 1st.

The correspondence has been voluminous and constant and discouraging, but, yesterday, the shipping receipt came to hand showing the goods to have left Chicago on September 27th, and in order that they may not go astray, en route a tracer has been sent out after them, and will be kept going until they are landed in this city.

Inquiry, last night, developed the possibility of their reaching this city by the 14th, nine days hence, provided, they were not held up by snow in the mountains nor floods in the waterways. May good luck speed them.

### Plans to Get Rich.

are often frustrated by sudden breakdown, due to dyspepsia or constipation. Brace up, and take Dr. King's New Life Pills. They take out the materials which are clogging your energies, and give you a new start. Cure headache and dizziness, too. At Chas. Rogers' drug store; 25c, guaranteed.

Feel tired, no appetite, cannot sleep, work or eat? That's tiredness and will disappear at once if you take Hollister's Rocky Mountain Tea this month. 35 cents, Tea or Tablets. For sale by Frank Hart.

### IN THE COUNTY COURT.

At the regular October session of the county court yesterday, an application from the Westport Mill company, asking that the plat of Westport be vacated, was read and action on it postponed until October 14.

The roadmaster was instructed to have the planking laid on the Callaby Lake road as soon as possible. The court also directed that bids be called for to be opened on October 20 for placing of puncheon or gravel on the section or road No. 99 in the Nehalem valley, that is being built between the eight and ten mile posts.

A communication from Judge Bowley regarding the matter of forming dyking districts, making improvements and providing the payment of work done, in accordance with the state law, and asking the court's opinion on the matter, was read and referred to the district attorney to submit a written opinion on the subject.

The written opinion of Attorney Allen stating that the court could not pay for the roofing of the court-house out of the general funds, it was ordered that the old boards be replaced on the floor and the ones covering the wall be nailed down so as to provide protection for it.

This being all the business before the court it adjourned to meet October 14.

### HOTEL ARRIVALS.

#### The Occident.

J. Bender, Yutan.  
A. B. Fuller and wife, Ashland, Neb.  
C. S. Baldwin and wife, Chicago.  
Jas. C. Murray, San Francisco.  
W. Y. Cleverdon, San Francisco.  
H. B. Hall, Portland.  
A. W. Clyde, Portland.  
J. M. Lanerman, Portland.  
Mrs. S. Blase, Portland.  
R. B. Lundy, Portland.

### SHABBY TREATMENT

Old Soldier in Sad Need of His Pension Forced to Wait.

John Wilson, an old and almost infirm veteran of the civil war, is the object of official dilatoriness on the part of the governor of the soldiers' home at Roseburg. He left that refuge early in June last, and before leaving received his second quarter's pension of \$36.00, from the pension office at San Francisco. He apprised the governor of his intention to locate at Astoria and asked that his September remittance be forwarded to him here.

It was issued on September 4th, and, as advised by the pension agent at San Francisco in answer to a letter of inquiry sent him by Thomas Dealey, of this city, should have been at Roseburg on the 14th, it having been mailed at San Francisco on the 12th of that month.

Mr. Dealey, acting for his old comrade in arms, immediately addressed another letter of inquiry to the governor of the Roseburg, home, some three weeks ago.

but that officer has not even deigned to reply, and yesterday Mr. Dealey sent a very pointed letter to Governor Chamberlain in relation to his appointee's palpable neglect.

In the meantime Mr. Wilson is putting up, as best he may, with the serious inconvenience, his pension being his sole reliance in life.

### PERSONAL MENTION

J. Bender of Yutan, Nebraska is an Astoria visitor.

Mr. and Mrs. Albert Dunbar are visiting in Portland.

Mayor J. H. Johansen of Seaside was in this city yesterday.

C. S. Baldwin and wife of Chicago are guests at the Occident.

A. B. Fuller and wife of Ashland, Neb., are visiting friends in this city.

Mr. and Mrs. Sherman A. Pennell left yesterday to take in the exposition.

Mrs. F. I. Dunbar of Salem is the guest of Mrs. J. N. Griffin of this city.

Mr. and Mrs. Bernhard Linkenberger have returned from a visit to Portland.

Mr. and Mrs. Charles Larson, of Altona, are enjoying a few days visit to Portland and the fair.

Jim Murry, of the Pacific Hardware company, of San Francisco is in the city looking after business. Jim is one of the most popular and successful salesmen on the road and always meets a hearty reception in Astoria.

W. Y. Cleverdon, representing Harrison & company, insurance agents, of Seattle, was in the city yesterday looking up business. He was greatly interested in the news of the steamer St. Paul's mishap as his company has \$80,000 in insurance on the vessel.

## JOIN US Pressing and Cleaning Club

Three Suits Pressed, Ties Pressed and Eight Shines for \$1.50 per month.

## Roelofs

Old Library Room, 125 11th Street.

## 2-OPPORTUNITIES-2

Wisdom's School OURS TO TEACH YOURS TO LEARN Wisdom's School.

TAKE A COURSE IN

## Shorthand and Typewriting

WE CAN HELP YOU

## Equip Yourself to Double Your Salary

LEARNED IN SIX WEEKS. SPEED 100 WORDS A MINUTE. PRIVATE LESSONS. ONE HOUR DAY OR NIGHT. NO HOME STUDY.

GOOD POSITIONS SECURED DIPLOMAS ISSUED.

Location Opposite Star Theatre

See local ad in this issue.

a Complete Line of

## Heating Stoves

Anything in a first class stove either Wood or Coal or Combined, you will find at.

## W. J. Scully

470-472 COMMERCIAL STREET

## FURNITURE HOUSE FURNISHINGS

Come and see us before It's too late

## We are Offering Furniture Bargains Never Before Heard of in This City

Before moving into our new store building you can get a big discount on every purchase. We are offering this special inducement in order to save moving the stock. We also offer you a selection from the largest stock of furniture in the city. A call will convince you.

## CHAS. NEILBORN & CO. COMPLETE HOUSE FURNISHERS